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# The Hongkong Telegraph

(ESTABLISHED 1881)

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WEATHER FORECAST—  
FAIR.  
Barometer 30.20.

December 1, 1916. Temperature 6 a.m. 52 2 p.m. 63  
Humidity 46 27

December 1, 1916. Temperature 6 a.m. 61 2 p.m. 68  
Humidity 43 " 44

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7528 日七初月一十

FRIDAY, DECEMBER 1, 1916.

五時鐘 一月二十英港

## TELEGRAMS.

[Reuter's Service to The "Telegraph"]

### ON THE WESTERN FRONT.

Rain and Fog Prevail.

A Paris communiqué says:—There was nothing important on the Western front, where rain and fog interfered with operations.

A British Communiqué.

November 30, 2.35 p.m.

General Sir Douglas Haig says:—Machine gun and rifle fire were active at Gueudecourt.

### IN THE BALKANS.

Nothing Important Transpiring.

November 30, 4.15 p.m.

A Paris communiqué says there is nothing important transpiring in Macedonia, where rain and fog interfered with operations.

Our aircraft dropped many bombs on Prilep.

What Bulgaria Proposed to Rumania.

November 30, 4.05 p.m.

According to Reuter's correspondent at Amsterdam, at a sitting of the Bulgarian Parliament, the Premier stated that prior to Rumania's entry into the war Bulgaria offered not to attack Rumania if the latter gave the Dardanelles to Bulgaria. Rumania did not reply.

Kimpolung Falls.

November 30, 5.05 p.m.

A German official announcement claims the capture of Kimpolung.

Raids by British Naval Squadrons.

November 30, 7.00 p.m.

An Admiralty announcement says that naval squadrons made daily raids on the Bulgarian coast between the 23rd and 28th, and have bombed Karjani. They secured a direct hit on Angista railway station, and the camp at Rovilios.

With machine guns, troops considerably damaged the aerodrome at Drama. They attacked Perna and Dukasambos. Repeated attacks on Drama and Angista have borne satisfactory results.

All the machines returned safely.

Russians Attacking in the Carpathians.

November 30, 9.30 p.m.

A German official announcement says:—In the wooded Carpathians, on the Moldavian frontier, the Russians continued to attack and gained some advantage.

The announcement claims that the fall of Kimpolung opens the way across the Toerzburger Pass, and that the Germans captured 3,171 prisoners and seven guns at Kimpolung.

Russians Take 900 Prisoners.

November 30, 9.30 p.m.

A Russian official message states:—In the wooded Carpathians we took possession of Bokada heights and captured a hundred prisoners. A battle is proceeding on the heights to the east of Kirilabat. It is stated that nine hundred prisoners in the last two days.

We have taken nine hundred prisoners in the last two days. The enemy has occupied Kiman, which is seventeen miles south-south-east of Bucharest.

Violent Actions.

November 30, 9.30 p.m.

A Romanian official announcement states:—There have been violent actions on the whole north and north-west front. We progressed in the Buzau and Prahova valleys.

Violent actions are proceeding at Gherasim.

The situation on the southern front is unchanged.

BRITISH ADMIRALTY CHANGES.

What the French Papers Think.

November 30, 1.25 p.m.

According to Reuter's correspondent at Paris, the newspapers there pay a tribute to Admiral Jellicoe's unequalled experience, and the masterly manner in which he has blockaded Germany.

They say that Admiral Beatty is a most popular British sailor of proved capability. They hope that his energy, tempered by experience, will be manifested in a successful initiative.

REUTER'S TELEGRAM COMPANY.

November 30, 7.55 a.m.

A meeting of shareholders of Reuter's Telegram Company has unanimously ratified the agreement whereby the Honourable Mark Napier, Lord Glenconner, Lord Peel and Sir Starr Jameson have purchased the property and assets of the Company for £500,000.

Mr. Williams, one of the directors, presiding, emphasised that the names of the purchasers stood for all that was honourable and straightforward in British tradition. Their chief object was to assure that Reuter would remain Imperial, independent and impartial, and not connected with any financial undertaking.

ACTIVITY ON ITALIAN FRONT.

November 30, 7.30 p.m.

An Italian official message says:—There is reciprocal artillery fire in the Trentino. Our batteries fired on billets on the Upper Avisio and the Middle Isonzo, and caught the opposing troops. We shot down two aircraft, and one was shot down by our anti-aircraft gun.

## TELEGRAMS.

[Reuter's Service to The "Telegraph"]

### GERMANY'S COMPULSION BILL.

Angry Protests by Socialists.

November 30, 6.35 p.m.

According to Reuter's correspondent at Amsterdam, in introducing the Mass Levy Bill in the Reichstag, Dr. von Rathmann Hollweg said that their enemies did not yet desire peace. They were much superior numerically and the reasons for the Bill were forced under the incessant fire on the front. He claimed that the German lines were still unbroken, but admitted that the result of the Allies' vast supplies of shells could be seen on the Somme. He indicated that voluntary means for carrying out the Mass Levy would be utilized before compulsion was applied.

Other speakers generally approved of the Bill, but a representative Socialist minority declared that the party rejected the measure because it deprived workmen of the right to choose a place of abode. Even if the enemy were in Germany he could not treat the population worse than the Bill proposed to do.

A great commotion and angry protests followed.

### EXCESS PROFITS ON BENGAL JUTE.

November 29, 12.10 p.m.

The Board of Referees has increased the Statutory percentage for the Excess Profits Duty in the Bengal jute trade from six to seven per cent. in the case of companies and from seven to eight per cent. in the case of private firms.

### COTTON WORKERS' WAGES.

November 29, 12.10 p.m.

The Manchester operative cotton spinners have assured the Federation of Master Cotton Spinners that they will not participate in the cardroomers' agitations for an immediate advance in wages.

Twenty thousand weavers employed in the district controlled by the Federation have been officially informed that the five per cent. war bonus granted them in January will be transformed into a permanent advance, and a further five per cent. advance will be granted them from January next.

### THE IRON HEEL IN BELGIUM.

November 29, 12.10 p.m.

Reuter's correspondent at Havre states that Germany is imposing a new tax of £400,000 monthly on Belgium.

### U.S. BANKS AND FOREIGN LOANS.

November 30, 2.20 p.m.

According to Reuter's correspondent at Washington, the Federal Reserve Board has issued a statement cautioning the Federal Reserve Banks against locking up funds in foreign loans and treasury bills. Nevertheless it is announced that Anglo-French Treasury notes, ranging from one to six months, will be issued in limited amounts in response to a widespread demand from Banks and investors, but they must be non-renewable.

### THE GREEK CRISIS.

November 29, 2.20 p.m.

Allies Alleged Non-fulfilment of Promises.

Reuter's correspondent at Athens states that the allied Ministers visited the Foreign Minister in connection with the Epirus, where Graeco-Albanian guerrillas are organised to fight the Italian troops. It is stated that the Ministers pointed out that Greece's promise to punish officers who organised bands had not been fulfilled. It is said that Italy has demanded the recall and severe punishment of the officers concerned.

### GREEK WAR MINISTER RESIGNS.

November 30, 1.25 p.m.

Reuter's correspondent at Athens says that the War Minister has resigned on account of ill-health. The aged General Haxopoulos will take his place.

### SUBMARINE ACTIVITY.

Brixham Fishing Fleet Attacked.

November 30, 12.20 p.m.

Among the latest sinkings reported is that of the steamer Baspwell.

A large enemy submarine attacked the Brixham fishing fleet without warning on November 28. Two trawlers were sunk by gunfire and bombs. A third was disabled and sinking when last seen.

The submarine fired on the boats after the trawlers had been abandoned. The shells went overhead.

The crews of three sunken trawlers have been landed.

### AUSTRALIAN COAL STRIKE SETTLED.

November 30, 3.30 p.m.

Reuter's correspondent at Melbourne says that the coal strike has been settled. The men will resume work on December 4.

### AMERICAN REQUEST TO BRITAIN.

November 30, 12.20 p.m.

Reuter's correspondent at Washington says that the Government has requested Britain and France to reconsider their refusal of safe conducts to the Austrian Ambassador, Herr Tarnowski.

### ANGLO-RUSSIAN FRIENDSHIP.

November 30, 12.20 p.m.

According to Reuter's correspondent at Petrograd, M. Trepoff has sent a message to Mr. Aegidius saying that the indissoluble Anglo-Russian friendship has been strengthened for ever by the blood shed in the same cause.

### RUSSIA'S BUSINESS CABINET.

November 30, 12.20 p.m.

Reuter's correspondent at Petrograd says that the appointment of Count Bubnov as Minister of Agriculture is regarded as the first step in the formation of a Cabinet composed of communists.

## TELEGRAMS.

[Reuter's Service to The "Telegraph"]

### THE GOVERNMENT AND THE COALFIELDS.

A Trade Union Protest.

November 30, 4.05 p.m.

The South Wales Miners Federation has passed a resolution again demanding a fifteen per cent. advance in wages, and protesting against Government control not being applied to all the collieries in Great Britain.

### GERMAN CROWN PRINCE GOES TO AUSTRIA.

November 30, 4.05 p.m.

According to Reuter's correspondent at Copenhagen, the German Crown Prince has left Berlin for Vienna to attend the funeral of the Emperor Francis Joseph.

### GOOD NEWS FROM EGYPT.

November 30, 7.30 p.m.

The Sirdar of Sudan reports that all Ali Dinar's sons have surrendered and there are no more important men in the field. It is believed that organised resistance at Darfur is ended.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra].

### EARLIER TELEGRAMS.

### ADMIRAL JELLINE'S NEW POST.

November 30, 1.50 a.m.

It is understood that Admiral Jellicoe is already at the Admiralty. When he struck his flag on the Iron Duke, the squadron's manning ship and cheered him as he left the North Sea.

The imminence of the changes had been the gossip of London for some time in view of constant Press criticisms of the Admiralty.

The appointments have evoked general satisfaction as bringing to the Admiralty officers fresh from the sea with the most intimate knowledge of the present war problems.

Regret is expressed that Admiral Jellicoe is leaving the Fleet, in which he has inspired almost unparalleled confidence and affection throughout conditions of incredible difficulty.

It is pointed out that the position is analogous to the transfer of Sir William Robertson and his colleagues from the War Office. Admiral Jellicoe's previous experience at Whitehall will be most valuable, as he had the reputation of working quietly, but of getting things done.

It is assumed that Admiral Sir John Jellicoe will be given a free hand to purge the Admiralty of every element of weakness.

The "Times" declares that the departments of strategy, intelligence and supply notoriously demand immediate attention. The whole reason for the change is public dissatisfaction at the lack of initiative and ignorance of the enemy's movements and ill-organized construction.

The papers, while anticipating a stronger policy, regard it as unlikely that Admiral Jellicoe has gone to the Admiralty with the idea of inaugurating radical changes in handling the Fleet. They point out that the brilliant and audacity of Admiral Beatty which have made him the hero of "the man in the street" and caused him to be regarded by the Navy as "a second Nelson," have been tempered throughout with judgment and prudence, thus justifying his selection for the arduous post.

There are three Admirals of the Grand Fleet senior to Admiral Beatty, namely Admirals Burney, Jerram and Surdeve; hence the promotion of Admiral Beatty to full Admiral is expected.

### THE DESTRUCTION OF TWO ZEPPELINS.

November 29, 6.10 a.m.

The news of the destruction of the Zeppelins was received with intense joy as proving to the Germans the immense improvement of the British anti-aircraft defences. The wonderful precision of the searchlights and guns is praised. One raider was hit by the guns five minutes after it had been picked up by the searchlights. Thousands of spectators cheered狂atically when the blazing monster, which was visible for forty miles, fell into the sea. An eyewitness describes the frantic efforts of the second Zeppelin to escape says it was travelling at a tremendous speed at a height of nine thousand feet. As it was approaching the coast, the aeroplane closed in and a dog-dog struggle followed. The raider rose higher but the airmen hung on while the Naval guns pitilessly shelled it. Suddenly the guns ceased. Two aeroplanes were seen alongside the airship which was speedily adrift. It then broke in two and plunged towards the sea. Destroyers and other craft raced to the scene and found only black smoke and oil on the surface of the sea. Few Londoners were aware of the aeroplane visitation. Some of those in the vicinity of the falling bombs took no heed, thinking they were motor-type bursting. The machine was a mere speck in the sky and the damage was most trifling.

### THE WESTERN FRONT.

Successful British Raids.

November 30, 12.10 a.m.

General Sir Douglas Haig says that the enemy's attempted raid to the south of Neuve Chapelle, and also a bombing attack to the east of Carenay were repulsed.</p

## NOTICES.

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Hongkong, 16th August, 1916.

## LESSONS IN CHINESE.

M. Li Hoi Fan, a Chinese graduate versed in literature, has been a teacher of Chinese to Englishmen and merchants in this Colony for ten years.

He has a good method of training Europeans to speak Chinese fluently and is a good teacher of English. He is a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write, care of "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.

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Business correspondence should be sent to the Manager.

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## BIRTHS.

DAVISON.—At Bedford on the 29th November, to Mr. and Mrs. Davison of Kowloon Dock, a son.

HUMPHREYS.—At Oaklands, California, on November 30th, to Mr. and Mrs. Alfred D. Humphreys, a son.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 1, 1916.

## THE CROWN COLONIES AND COMPELSSION.

Lieutenant Commander Wedgwood has once again directed the attention of the House of Commons to the question of the application of compulsory service to Europeans in the Crown Colonies. It will be recalled that about a fortnight ago he sounded Mr. Bonar Law on the point, and the Secretary of State for the Colonies assured him that the influence of the Colonial Office was being directed towards securing the largest possible man-power from the group of Colonies of which Hongkong is one. He has now gone a step further and has suggested that compulsion should be applied to white men not only in these Colonies but in India and Egypt as well. Mr. Bonar Law's reply to this proposal is that advice, which he had received, has led him to believe that the adoption of the suggestion would not add any appreciable number to the Army, and he is therefore not prepared to recommend the necessary legislation. That is as far as the matter is taken at present.

At first sight there would seem to be a conflict in the attitude revealed by the two pronouncements. In the one instance, Mr. Bonar Law definitely asserts that the Colonial Office is directing its efforts to "securing the largest possible man-power from the Crown Colonies" and in the other, he shows himself as being inclined to apply to these Colonies the demands which have been made on young men at home. It is quite fair to infer from the latest declaration of the Secretary of State that if compulsion were put into force the Army would be strengthened—though Mr. Bonar Law says not appreciably so. That being the case, how can the Colonial Office be said to be exercising its influence to obtain the "largest possible" man-power? But that point is not of great importance. The question is whether the latest utterance of Mr. Bonar Law's represents the final decision of the authorities, and whether we can go along on the assumption that there will be no change in the present arrangements. There are those who hold that view, but for ourselves we are by no means convinced that the last has been heard of the matter. We have not the figures by us, but we should imagine that from the thousands of eligible white men in the Crown Colonies, India, Egypt and Ceylon it would be possible to comb out a by no means inconsiderable contingent of fighting men, while at the same time taking care not to dislocate really vital commercial and industrial interests. That is not taking into account at all the very large number of other than white British subjects who have taken the oath of allegiance, many of whom could be trained into really good fighting material.

Despite all that has been said, we are still of the opinion that from Hongkong itself there could even now be risked out of civilian life quite a respectable total of young men who, when it comes down to the absolute bare necessities of trade, are not serving any really essential ends here. And we still think it something of an anomaly that, while great sacrifices are being made by men at home, the youths of Hongkong and of some other parts of the Empire are bearing little or no part in the war. They are not all slackers: many of them would, we do not hesitate to say, welcome the call to arms. As we read the situation, it is that, for the present, there will be no extension of compulsory service to the Crown Colonies. But there is no reason to suppose that, if the war goes on indefinitely, the Imperial Government will not revise its attitude on the question. In the last resort every man may count, and though we may be among the last to come into line, we may be sure that the authorities will not hesitate to take any step that may be considered necessary to attain final victory.

Mr. F. A. Hazelton.

## DAY BY DAY.

THESE IS BUT ONE THING THAT CAN NEVER TURN INTO SUFFERING, AND THAT IS THE GOOD WE HAVE DONE.—Masterlink.

The Mail. C-100 per a.r. Malta at 11 a.m. to-day. The Dollar.

The opening rate of the dollar on demand to-day was 3.15/16d.

To-morrow's Anniversary. To-morrow is the 11th anniversary of the great French victory over the Austrians at Austerlitz.

The National Mission.

On Sunday December 3 and 10, worshippers of St. John's Cathedral are requested to be in their seats ten minutes before the services. After then, any seats not occupied will be filled as required.

## Small Fire.

An incipient fire broke out at the Kee Wah Knitting Factory yesterday, but was extinguished by the workmen of the factory before it had become serious. Very little damage was done. The outbreak was caused by the fitting of a motor engine.

Formerly in Hongkong. Lieutenant and Quartermaster J. H. McClelland, R.A.M.C., who was Sergeant Major at the Military Hospital, Bowen Road, before receiving his commission, is included in a list of those added to the names mentioned in the despatches of Sir Charles Monro.

Alice Memorial Hospital. The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

—Lung Yen-po, \$100; Chan Pe-sin, \$100; Chui Chan-san, \$50; Li Shin-hoi, \$50; Li Yen-chun, \$50.

The New Defence Regulation.

Reuter tells us to-day that the Board of Trade now has power to take possession of any coal mine where it is deemed expedient for the defence of the Realm, thus bringing the coal trade "within the scope of the Munitions Act, limiting the owners' profits, and restricting the freedom which miners almost alone enjoyed among workers of national importance"—But, in Heaven's name, why could not this have been done two years ago? All this time our magnificent Government has been enduring "cheek" from trade unionists and strikers, whom most other nations would have met with bayonets or bullets; has been asking them if they would so very much mind refraining from hindering the efforts of our army and navy; and only after two solid years of this sort of fooling has it discovered what was obvious to every sane man in the Empire. So with the profit-grabbers. For two years the Government has permitted these sharks to tyrannise over luckless householders and, worse still, to act in such manner as to induce men to grumble and to strike. Why cannot we take a few leaves out of Germany's book?

Our Cabinet.

Germany foresees everything (except defeat); and our pettifoggers in the Cabinet foresees practically nothing. Almost the day before war broke out, the Radicals were telling us that it was wrong to spend money in ships and guns; they were also telling us, per Mr. Winston Churchill, that, if Germany should dare to send an airship to our coasts, that same airship would be sent about its business, chop-chop, by a swarm of hornets. Soon after hostilities had commenced, Mr. Asquith was good enough to announce that it was a case of "business as usual"—a statement about as sage as his remark as to Meacatonia on November 2 of last year: "I do not think that, in the whole course of the war, there has been a series of operations more carefully contrived; more brilliantly conducted and with better prospect of final success." If all this kind of thing is the result of putting lawyers at the head of a Government, the sooner a change comes, the better. Personally we would rather be governed by navvies than by these legal wise-agers. Navvies would at least have told both strikers and profit-catchers how many different kinds of scoundrels they were, and would have hit them on the something head with a stonking brick if him \$50, or, in default, six weeks' hard labour.

## AEROPLANE AND AIRSHIP RAIDS.

## The Future of Flying.

London, October 26.—The visits of military hostile aeroplanes to the South-East of England and the Thames Estuary are obviously reconnaissance trips; the enemy cannot pretend that any serious damage is done. Last Sunday's raider was destroyed during his return journey. The one that came on the following day was flying at such a height that he could not have secured any important information. If the enemy had any further intentions they have not yet been manifested. Possibly the scout reported adversely. It is an opportune moment to repeat the reminder that our own airmen are frequently seen over German territory, and to far more purposes.

We know from experience that cold weather, provided the times are favourable, does not prevent Zeppelin raids. One reason is that the motors can be rendered immune from the interference of frost. As to the lifting power of the gas, it is increased by low temperature provided there be no violent fall of temperature during flight. On that score the winter is favourable, there being a smaller temperature decline with altitude at this season. As to the officers and crew, they can be protected against extreme cold.

An "aviation expert" is reported by a contemporary to have said: "The temperature at an altitude of from 8,000 to 10,000 feet is uniformly cold all the year round, and in the coldest month of the year the temperature 'upstairs' is the same either on a warm or cold day on earth."

That is not the case. To arrive at the level of uniform seasonal temperature it would be necessary to ascend to tremendous heights and at present unattainable altitudes. According to Gold and Harwood (British Association Report, 1909) at a height of 3 kilometers (9,840 feet) the difference in temperature between January and July is about 9.8 Centigrade (about 17.6 F.) whereas on the ground the difference is about 21.9 Centigrade (39.4 F.). Even at 5 kilometers (16,400 feet) the difference is 8.6 F. (15.4 F.). At thrice 5 kilometers the difference between January and July is 9.1 (16.4 F.).

Opium Carrier Caught. A man was charged before Mr. O. D. Melbourne, at the Police Court this morning, with possessing seven seals of prepared opium. The drug was found concealed in the soles of the man's shoes as he was at Kowloon Railway Station yesterday. A fine of \$250, or three months' hard labour, was imposed.

Field Glass Fund. One pair of binoculars contributed by Mr. Percy James Falconer, of Ray and Falconer, Hongkong, is now to be added to the list of glasses received and forwarded to the Lady Roberts Field Glass Fund. The total now stands:—One stand telescope, twelve hand telescopes, forty-seven binoculars; and a donation of \$75.

Mr. Hazelton's Departure. Among the passengers leaving the Colony to-day by the a.s. Malta was Mr. F. A. Hazelton, who has been first Police Magistrate in Hongkong for a great number of years. We announced some time ago that Mr. Hazelton was giving up his position to go home on pension. This morning there was a large number of friends to see him off, included among whom were the Chief Justice (Sir William Rees Davies) and other members of the legal profession.

Stolen Caps. A tallyman employed at the Hongkong and Kowloon Wharf and Godown Company was charged before Mr. O. D. Melbourne, at the Police Court this morning, with being in unlawful possession of nine caps. It was stated by Inspector Gordon that a ship was in a few days ago and it was found that a half of caps had been broken open. It could not be found whether any caps were missing, but these caps now found were undoubtedly of the same sort. The caps were very good ones, having been made by a shop in Old Bond Street, London, and they were valued at \$3 each. Defendant's excuse was that he bought them from two men in Canton Road. His Worship fined him \$50, or, in default, six weeks' hard labour.

A Widow's Losses. A widow, living at 13 Centre Street, West Point, awoke yesterday morning to find that her basket containing \$35 had been broken open and the money extracted. She began a search and went into the room of a man living in the house, where she found a jar of water, at the bottom of which was \$5 in small money, wrapped in paper similar to that which she had used. She sent for a detective, who arrested the man on whom was found another \$10, which the woman claimed had been wrapped up by herself and put in her basket. The other money was not recovered. Before Mr. O. D. Melbourne, at the Police Court this morning, the man was charged with theft, but denied that he had stolen the money. The case was remanded.

energy of her people is another factor in the situation.

The Atlantic will be crossed by an aeroplane, and that soon. Is it to be imagined that Great Britain will forbid this, or, after it is accomplished, say "Thus far but no further"? There is scarcely any limit to the folly of nations; but we may be sure that even if England and Europe prohibited further flying, the Americans would not come into line, any more than will Australia and Africa and China.

With regard to the crossing of the Atlantic, projects are already afoot, and the autumn of 1917 or 1918 is indicated as the probable date of the first successful attempt. The achievement will be one of many factors introducing the big aeroplane as a commercial possibility. More about the development of big aeroplanes, as well as the demand that will arise and be met for small inexpensive craft, in another article; meanwhile, a word about other United States and British Colonial aviation activities.

The United States Post Office Department recently advertised for proposals for carrying mails by aeroplanes. Eight routes were indicated, the distances varying from 52 to 280 miles. For example, the route between New Bedford and Nantucket is 52 miles, and by aeroplane it could be covered in less than an hour. By existing methods it takes six hours. Machines carrying 500 lbs. of mail could be used up to the number required, and the fuel and oil for such a short journey being a small item, the project appears quite feasible. As to the longer routes, intermediate landings would have to be made for fuel. To take another example, the route from Valdez to Fairbanks, Alaska, 358 miles, three times a week throughout the year, is to occupy two days. Penalties are prescribed for non-fulfilment of contract if the failure is the fault of the contractor.

The offer is not yet likely to be accepted, although there is nothing essentially impossible in the conditions. Some of the suggested services could be started at once. As to the more difficult ones, they are a hundred times more probable than appeared the London-Manchester race project, which two years before it was actually fulfilled, came in for the derision of a section of the London Press.

The French showed what could be done in colonial aviation by the regular services they inaugurated in Africa long before the war. Australia and Canada could profitably use air-craft for the linking up of widely separate posts, the connection of which by railway is at present not financially justifiable. One apprehends difficulties in the coldest parts of Canada during the winter, but a seasonal interruption would not be a very serious drawback.

All these projects are possible with aircraft of the present day; but the satisfactory introduction of the big machine driven by at least triplicate power plant, and capable of non-stop journeys of, say, ten hours with a heavy useful load—even allowing nothing for any improvements in the way of cheaper power, which are confidently expected by engineers—and the place of aircraft in the development of the colonies is assured.

No more need be said on these points, but it remains only to consider the probable developments of the big machine and, at the other end of the scale, of the small, cheap, aeroplane and facilities to fly it.—Observer.

A Widow's Losses. In celebration of St. Andrew's Night, the management of the Hongkong Hotel served special menus both in the dining room and the Grill Room. During the meal the pipers from the Paisley Band "played in" the Haggis, which was carried by a Chinese steward on a tray decorated with tartan. There was a general

HOWITT PHILLIPS CO.

"Peg o' My Heart" at the Victoria.

Despite strong counter-attractions, the Victoria Theatre was well crowded last night, when the Howitt Phillips Company made a welcome reappearance after a successful season in the North. The play staged was "Peg o' My Heart" which the Company had produced twice previously in Hongkong. It was splendidly handled, and those in the cast were given a rousing tribute of applause when the final curtain was rung down. The story of wayward, mischievous, impulsive and unconventional "Peg" is well known, and all that need be said of the interpretation of the part, which was in the hands of Miss Doris Phillips, is that she made the rebellious Irish girl a most lovable character. Her acting was very clever all through. Naturally, the lion's share of the work fell on her, but a word should be said of the manner in which Miss Isobel Fladgate portrayed a most languid soul-less society girl, and she gave a really remarkable study of the part. Mr. Wheeler Dryden was also most happy as the smart young man always promising to start work but never doing so. Miss Lilian Stanbridge was admirable as Mrs. Chichester, while good work was also done by Mr. Charles Howitt and Mr. Percy Baverstock.

The Company concludes its brief session to-night with "What the Butler Saw."

## LICENSING BOARD.

Business at This Morning's Meeting.

A meeting of the Licensing Board was held at the Council Chamber this morning, over which Mr. A. G. M. Fletcher (Acting Colonial Secretary) presided. There were also present Sir Paul Chater, O.M.G., Messrs. T. F. Hough, A. Mackenzie, R. O. Hatchison, the Hon. Mr. E. Shillim and Mr. R. A. C. North (Secretary).

The Chairman first announced that the question of the Hongkong Hotel's application for a bar licence in premises apart from the Hotel was to have been considered, but he had received a letter from their solicitors saying that the management had decided to withdraw the application.

The only other business was the consideration of an application by a Japanese for a licence in respect of a restaurant at 1, Haiphong Lane, Wanchoi.

Mr. P. W. Goldring appeared for the applicant and said there was no question of the licence being used by Europeans, but only by Japanese and Asiatics. His client was instigated to make the application by the officers and crews of the Japanese coaling steamers at Wanchoi, who felt the need of a hotel where they could obtain refreshment. All the other Japanese hotels in the Colony were well conducted, and his client had testimonials as to his good character. There were upwards of 1,000 Japanese people living at Wanchoi and that, with the shipping call, made the need for a

A good deal of conversation took place on this matter, and it was eventually decided to grant a restaurant licence which allows the applicant to serve drinks with meals between the hours of 12.30 and 2.30 in the day and 7.00 and 10.00 at night.

St. Andrew's Night. In celebration of St. Andrew's Night, the management of the Hongkong Hotel served special menus both in the dining room and the Grill Room. During the meal the pipers from the Paisley Band "played in" the Haggis, which was carried by a Chinese steward on a tray decorated with tartan. There was a general

## TELEGRAMS.

[Reuter's Service to the "Telegraph."]

(Continued from Page 1)

## IN THE BALKANS.

Germans Capture Important Point.

November 29, 11.15 p.m.

According to a German official statement they captured Pitesti, an important railway junction in Rumania.

Kimpolung Threatened.

November 30, 7.10 a.m.

Pitesti is an important railway centre. One line runs direct to Bucharest, seventy miles south-east. Its occupation means that Kimpolung is cut off.

An Enveloping Movement.

November 30, 7.10 a.m.

General Markensen's composite force of Austro-Germans and Turco-Bulgarians are reported in a Russian communiqué to be nearing Calugareni, twenty miles from Bucharest and ten from the outlying fortifications. Simultaneously the enemy is attacking the Danube ferry at Oltenița, farther east, apparently with the intention of further enveloping the Rumanians. A battle to decide the fate of Bucharest is therefore imminent.

Enemy Attack Repulsed.

November 30, 12.10 a.m.

According to a Rumanian official statement an enemy attack on November 29 in Prisova Valley was repulsed. It records intense artillery fire elsewhere. Otherwise the situation is unchanged.

Enemy Occupies Four Towns.

November 30, 12.10 a.m.

A Russian communiqué says that in western Wallachia the Rumanians are falling back eastward under enemy pressure. The enemy occupied four towns on the Alexandria and Zunnitz Roads, and advanced in the direction of Koulogoureni.

## CONTROL OF COALFIELDS.

State Possession Provided.

November 29, 10.25 p.m.

It is officially announced that the Board of Trade, under the Defence of the Realm Consolidation Regulations, assumes on December 1 possession and control of the South Wales coalfield.

The Master of Wages.

November 30, 1.35 a.m.

The Press Bureau says a new Defence Regulation empowers the Board of Trade to take possession of any coal mine, where it is deemed expedient in the defence of the realm. The Board of Trade has appointed an Advisory Committee representing itself, the Home Office and the Admiralty to apply the regulation to South Wales. It will meet forthwith and deal with the matter of wages.

A Dangerous Dispute Ended.

November 30, 4.30 p.m.

The Government's control of the South Wales coalfield costs a complicated and dangerous dispute, and incidentally brings the coal trade within the scope of the Munitions Act, limiting the owners' profits and restricting the freedom which miners almost alone enjoyed among nationally important workers. The trouble began on November 10, when the conciliation Board met to consider the application of the men for an increase of fifteen per cent. in their wages, based on the average selling price and a counter-application by the owners for a reduction of ten per cent. on the ground of increased cost of production.

The men at the outset of the conference demanded a joint audit of the cost of production. The owners refused; and the Board declined to consider the applications. Thereafter the men put the case to the Board of Trade. Meanwhile the unrest in the coalfield has been growing with the increase of living and a general strike was feared on December 1—the date which the men had stipulated for an increase of wages. This has been averted by the Government's action.

Men's and Owners' Views.

November 30, 7.10 a.m.

Mr. Richards, M.P., Secretary of the South Wales Miners, interviewed, said he was surprised at the Government's action, which would be opposed unless the measure applied to all coal mining. He added that all Defence of the Realm Regulations would not prevent a strike if the workmen were not treated fairly in the matter of wages.

The Miners' Executive meets to-day to consider the startling development.

Representatives of the owners, interviewed, say they were not prepared for so revolutionary a step, but reserve judgment.

## AMERICA AND THE BELGIAN DEPORTATIONS.

November 30, 7.10 a.m.

A New York message says Mr. Gerard returns as Ambassador to Berlin on December 2. He bears a personal message from President Wilson urging Germany to reconsider the deportation of Belgians, which is alienating neutrals.

## ENEMY INTRIGUE IN AMERICA.

November 30, 12.10 a.m.

Reuter is informed that the British refusal to give safe conduct to Herr Tarnowksi, the Austrian Ambassador to the United States, is due to the illegitimate activities of the Austro-German Embassy in the United States.

## LATEST SINKINGS.

November 30, 4.30 a.m.

The British steamers King Malcolm, Moresby; Norwegian, Perra; Spanish, Lucknow; Greek, Marguerita have been sunk. Reported sunk, the British steamer Maude Larsen.

## AMERICA ANNOYED WITH TURKEY.

November 30, 4.30 a.m.

Turkey has repudiated the Agreement to allow several hundred Americans, including missionaries to leave Syria via Jaffa on the ground that they possessed valuable military information. The State Department is annoyed and is enquiring.

## A GERMAN COMPLAINT.

November 30, 4.30 p.m.

Count Bernstorff, German Ambassador at Washington, has presented Mr. Lansing with a Note for transmission to Great Britain protesting against the election of the German and other Ministers from Athens as an act of "contempt for international law."

## YACHTING.

## Royal Hongkong Yacht Club.

The results of the first of the series of Club Championship Races for the Handicap, One Design, and Heyward Hays and Guel Classes are as follows:—

Handicap Class.  
Course:—Lyemen Beacon (S.), Kowloon Rock (S.), Lyemen Beacon (S.). Distance 9.2 miles.

Yacht. Heap on Course. Finishing Time. Corrected Time.

Yacht.	Heap on Course.	Finishing Time.	Corrected Time.
Dione	Scratch	4.43.20	4.43.20
Rolla	1.32	4.41.35	4.40.03
Jessica	1.32	4.50.58	4.49.26
Aileen	3.04	D.N.S.	—
Colleen	6.08	4.55.51	4.49.43
Kathleen	6.08	4.59.57	4.53.49
Buccaneer	7.40	D.N.S.	—

Position. Pts. for Race. to date.

(1) Rolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

One Design Class.

Course:—Channel Rock (P.), Cast Cocks Buoy (P.), Kowloon Rock (S.), Channel Rocks (S.). Distance 7.7 miles.

Yacht. Heap on Course. Finishing Time. Corrected Time.

Yacht.	Heap on Course.	Finishing Time.	Corrected Time.
Ailie	Scratch	4.50.18	H.M.S.
Bonita	"	4.53.33	—
Daphne	"	4.47.53	—
Haley	"	4.49.32	—

Position. Pts. for Race. to date.

(1) Daphne	5	5
(2) Haley	3	3
(3) Ailie	2	2
(4) Bonita	1	1

Heyward Hays and Guel Class.

Course:—Channel Rock (P.), Cast Rock Buoy (P.), Kowloon Rock (S.), Channel Rock (S.). Distance 7.7 miles.

Yacht. Heap on Course. Finishing Time. Corrected Time.

Yacht.	Heap on Course.	Finishing Time.	Corrected Time.
Lysbeth	Scratch	5.09.11	H.M.S.
Owl	D.N.S.	5.09.11	—
Dawn	5.09.57	5.09.57	—
Lady	D.N.S.	—	—
Ursula	D.N.S.	—	—
Tubunis	5.05.29	5.05.29	—
Thecla	5.10.39	5.10.01	—
Toinette	5.25.10	5.24.32	—

Position. Pts. for Race. to date.

(1) Tubunis	8	8
(2) Lysbeth	6	6
(3) Dawn	5	5
(4) Thecla	4	4
(5) Toinette	3	3
— Owl	—	—
— Lady Ursula	—	—

LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:—

Nov. 1	... Tons 103
" 2	... 102
" 3	... 112
" 4	... 115
" 5	... 107
" 6	... 121
" 7	... 129
" 8	... 108
" 9	... 108
" 10	... 107
" 11	... 115
" 12	... 116
" 13	... 105
" 14	... 91
" 15	... 109
" 16	... 104
" 17	... 89
" 18	... 112
" 19	... 115
" 20	... 97
" 21	... 90
" 22	... 107
" 23	... 101
" 24	... 107
" 25	... 92
" 26	... 94
" 27	... 108
" 28	... 108
" 29	... 95
" 30	... 105

Total to 30th inst. 3,174

Daily average 105.80

## DAIRY FARM NEWS.

## JUST ARRIVED

## NEW SHIPMENT OF

SELECTED  
FINNAN HADDOCKS,  
FILLET HADDOCKS,  
KIPPERS.

## NAVY LEAGUE MEMORIAL.

## SAKURA BEER

Hongkong to Figure on Tablet.



The following copy of a letter is sent us for publication:—  
Hongkong, 2nd November, 1916  
Dear Mr. Williams,—Please accept once more the very best thanks of the Navy League war Memorial Fund Committee for the third splendid contribution sent by the people of Hongkong towards our Fund, making £1,000 in all. I shall certainly note that Hongkong is specially identified in the tablet which is placed in the Navy League Room at the Hospital.

I am sorry that in the August Navy the subscriptions were referred to as coming from the Hongkong Branch. I will see that this is corrected in our next issue.

## SHIPPING

**P.&O.S.N.Co.**

## ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undescribed PORTS on or about the DATES named:

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji	NOVARA Capt. H. R. Hetherington, R.N.R.	about 9th Dec.	Direct Service.
LONDON via Singapore, P'ang, C'bo, Port Said and Marseilles.	NANKIN Capt. G. Manley, 15th Dec.	noon	Direct Service.
SHANGHAI, Moji	SOMALI Kote and Yoko	about 17th Dec.	Direct Service.
LONDON & B'bay via S'pore, P'ang, C'bo, Port Said & Marseilles.	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 29th Dec.	Connecting at Colombo with Mail Steamer MOOLTAN.

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E. V. D. Parr,  
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P. & O. S. N. Co's office,  
Hongkong, 1st Dec., 1916.



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16,850 tons Gross Register, Quadruple Screws, Speed 21 Knots.

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EMPEROR OF RUSSIA . . . 28 Dec. EMPRESS OF RUSSIA 15 Mar.

Empress of Japan . . . 10 Jan. Empress of Japan . . . 28 Mar.

Monteagle . . . 3 Feb. Monteagle . . . 14 Apr.

EMPEROR OF ASIA . . . 15 Feb.

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**NIPPON YUSEN KAISHA.**

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong

Subject to Alteration

Steamers Sailing Date

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Tenerife	Katori Maru Capt. B. Kon	SATUR. 9th Dec. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Tama Maru Capt. Akamatsu Shidzuka Maru Capt. Noma	TUES. 19th Dec. at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Soyeda Nikko Maru Capt. R. Takeda	TUES. 13th Dec. at 4 p.m.
CALCUTTA via S'pore, Penang & Rangoon	Tosi Maru Capt. O. Sakamoto	FRIDAY, 22nd Dec.
BOMBAY via S'pore, Malacca & C'bo.	Yutoroku Maru Capt. S. Hirata	THURSDAY, 14th Dec.
SHANGHAI, Moji and Kobe	Toiomi Maru Capt. Kamada	MONDAY, 8th Dec.
KOBE	Yamagata Maru Capt. K. Goto	MONDAY, 11th Dec.
NAGASAKI, Kobe and Yokohama	Nikko Maru Capt. R. Takeda	MON., 8th Dec.
SHANGHAI, Kobe and Yokohama	Suwa Maru Capt. T. Sekine	SATUR., 15th Dec.
VLADIVOSTOK, Kobe & Yokohama	Tokushima Maru Capt. Yamazaki	THURSDAY, 13th Dec.

## EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

From	Subject to change without notice.	Steamer.	Displacement	Leave Hongkong
Kobe, Nagoya, Yoko-hama, S'pore, Francisco and Colon	Tsushima Maru	TUES., 5th December.	15,000	13th Dec.
Wireless Telegraphy.	Capt. Muramaki			
Telephone Nos. 292 & 293.	NIPPON YUSEN KAISHA, B. Mori, Manager.			

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Sailings from Hongkong—Subject to change without notice.

Steamer Tons & Speed Leave Hongkong

Steamer	Tons & Speed	Leave Hongkong
Siberia Maru	18,000 - 18 knots	13th Dec.
Tenyu Maru	22,000 - 21 knots	19th Dec.
Nippon Maru	11,000 - 15 knots	4th Jan. 1917.
Shinyo Maru	22,000 - 21 knots	17th Jan.
Persia Maru	9,000 - 14 knots	27th Jan.
Korea Maru	13,000 - 18 knots	10th Feb.

1st class to London G\$348 (£110.00), return G\$649. (£122).

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Steamer Tons & Speed Leave Hongkong

Steamer	Tons & Speed	Leave Hongkong
Kyo Maru	1,720 - 14 knots	9th Jan., 1917.
DAIGO	1,000 - 12 knots	10th Jan., 1917.

For Full Particulars as to Passage & Freight, apply to T. DAIGO, Agent.

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KING'S BUILDINGS.

## JAVA PACIFIC LINE

## OF THE JAVA-CHINA-JAPAN LIJN.

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Arakan 11th Jan.

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## SAILINGS SUBJECT TO ALTERATION.

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SAIGON ..... Foochow ..... 2nd Dec. at noon.

SHANGHAI ..... Yingchow ..... 3rd Dec. at d'light.

H'HOW, PHOI & H'PHONG ..... Sungkhang ..... 3rd Dec. at 10 a.m.

MANILA, OBUJ & ILOILO Team ..... 5th Dec. at 4 p.m.

SHANGHAI ..... Kiukiang ..... 5th Dec. at 4 p.m.

AMOY & SHANGHAI ..... Hollow ..... 6th Dec. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANU."

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This vessel plies regularly between HONGKONG &amp; BELAWAN (Sumatra) via Swatow.

Next Sailing from Hongkong: December 26, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

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Hongkong, 27th Nov., 1916.

JAVA-CHINA-JAPAN L.W.N.

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S.S. "COLOMBIA" ...

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## NOTICE.

## NOTICE.

G. R.

TSANG FOOK.

PIANOS &amp; ORGANS REPAIRED, TUNED &amp; REGULATED. CASES RE-POLISHED. WORK &amp; FINISH GUARANTEED. LOWEST CHARGES. CONSISTENT WITH BEST WORKMANSHIP. ESTIMATES GIVEN ON REQUEST.

## TIDE TABLE.

From 27th Nov. to 3rd Dec., 1916.

Date of Month	High Water Hongkong Mean Time.		Low Water Hongkong Mean Time.	
	hrs.	min.	hrs.	min.
Mon.	10	55	10	55
Tues.	10	55	10	55
Wed.	10	55	10	55
Thurs.	10	55	10	55
Fri.	10	55	10	55
Sat.	10	55	10	55
Sun.	10	55	10	55

in morning. in afternoon.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The penalty for non-compliance is a fine not exceeding \$50.

## VESSELS LOADING AND TO LOAD.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Genoa	Mershire	J. M. Co.	Dec.
London via Ports	Malta	P. & O.	1. Dec.
London via Cape Town	Katori M.	N. Y. K.	9. Dec.
London via Ports	Cyclops	B. & S.	13. Dec.
London via Ports	Nankin	P. & O.	15. Dec.
Liverpool via Ports	Ningchow	B. & S.	24. Dec.
Liverpool via Ports	Euryalus	B. & S.	31. Dec.
Genoa and London	Gleniffer	S. T. & Co.	Dec.
London via Ports	Peleus	B. & S.	2. Jan.

## NEW YORK, SAN FRANCISCO AND CANADA

New York via Panama	Tsushima M.	N. Y. K.	6. Dec.
San Francisco via Japan	Venezuela	P. M. S. S.	9. Dec.
Boston and New York	Euryalus	B. & S.	9. Dec.
San Francisco via Japan	Siberia M.	T. K. K.	13. Dec.
Victoria, B.C. & Seattle	Tjikembang	J.C.J. L.	14. Dec.
San Francisco via Japan	Famba M.	N. Y. K.	19. Dec.
Seattle via Japan	Teyo M.	T. K. K.	19. Dec.
Vancouver via Japan	Proteus	B. & S.	23. Dec.
E. of Russia	C. P. O. S.	28. Dec.	
Shidzuoka M.	N. Y. K.	3. Jan.	
Nippon M.	T. K. K.	4. Jan.	
Kiyo M.	T. K. K.	9. Jan.	
Arakan	J.C.J. L.	11. Jan.	
Shinyo M.	T. K. K.	17. Jan.	
China	C. M. S. S.	31. Jan.	

## AUSTRALIA

Australia via Manila	Tango M.	N. Y. K.	12. Dec.
Australia via Manila	Eastern	G. L. Co.	26. Dec.
Australia via Manila	Nikko M.	N. Y. K.	12. Jan.
Australia via Manila	St. Albans	G. L. Co.	27. Jan.

## SINGAPORE, INDIA, COAST PORTS AND JAPAN

Singapore, Penang and Calcutta	Laisang	J. M. Co.	1. Dec.
Shanghai and Japan	Euryalus	B. & S.	1. Dec.
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	1. Dec.
Swatow/Singapore	Liangchow	B. & S.	1. Dec.
Shanghai, Moji and Kobe	Namsang	J. M. Co.	2. Dec.
Manila	Loongsang	J. M. Co.	2. Dec.
Haliphong	Taksang	J. M. Co.	2. Dec.
Saigon	Foochow	B. & S.	2. Dec.
Shanghai via Swatow	Winsang	J. M. Co.	3. Dec.
Heihow, Pekhoi and Haiphong	Sunkiang	B. & S.	3. Dec.
Shanghai and Japan	Teucer	B. & S.	3. Dec.
Kobe	Yingchow	B. & S.	3. Dec.
Shanghai, Moji and Kobe	Tjikembang	J. C. J. L.	4. Dec.
Shanghai	Totomi M.	N. Y. K.	4. Dec.
Manila, Cebu and Iloilo	Vusang	J. M. Co.	5. Dec.
Swatow/Haiphong	Tean	D. L. & Co.	5. Dec.
Singapore, Penang & Calcutta	Haihong	J. M. Co.	5. Dec.
Haiphong	Fooksang	J. M. Co.	5. Dec.
Shanghai	Chunsang	B. & S.	5. Dec.
Kiukiang	Tjimanoek	J. C. J. L.	6. Dec.
Shanghai	Mausang	J. M. Co.	6. Dec.
Sandakan	Hoihow	B. & S.	6. Dec.
Amoy and Shanghai	Novara	P. & O.	8. Dec.
Shanghai to Yokohama	Tjikini	J. C. J. L.	9. Dec.
Swatow, Amoy and Foochow	Yensang	J. M. Co.	9. Dec.
Java	Nikkko M.	N. Y. K.	11. Dec.
Manila	Proteus	B. & S.	11. Dec.
Nagasaki, Kobe and Yokohama	Tshima M.	N. Y. K.	14. Dec.
Manila	Suwa M.	N. Y. K.	16. Dec.
Vladivostock via Japan	Tydeus	B. & S.	17. Dec.
Shanghai, Kobe and Yokohama	Somali	P. & O.	17. Dec.
Shanghai and Japan		J. C. J. L.	26. Dec.
Shanghai, Moji and Kobe			
Belawan Deli (Sumatra) via S'kow's Jacob			

## CONSIGNEES

## INDO-CHINA STEAMSHIP NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG &amp; SINGAPORE.

## THE Steamship

## "NAMSANG."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk to the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th December, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers, Hongkong, 28th November, 1916.

## MOVEMENTS OF STEAMERS.

## AMERICAN MAIL.

The Pacific Mail via VENEZUELA last sailed on Monday, Nov. 27, from Hongkong via Manila and will leave for San Francisco on December 2.

The P. M. S. S. ECUADOR left Honolulu, on Tuesday 15th Nov., and may be expected to arrive here on or about 6th December.

## TELEGRAMS.

[Reuter's Service to The "Telegraph."]

## ANGLO-RUSSIAN CONFIDENCE.

November 30, 9.30 p.m.  
It is officially announced that M. Trepoff has telegraphed to Mr. Asquith an expression of Russia's confidence, with God's help and the co-operation of the Allies, in the final triumph over a common enemy, and also trusting in the indissoluble friendship of the two countries.

Mr. Asquith, warmly reciprocating, expressed Britain's assurance that the continued close co-operation of the two Governments would greatly contribute to the certain success of the Allied cause. The Government and the people were unitedly convinced that the friendship of Britain and Russia, already confirmed by their common efforts and sacrifices, would remain unshaken throughout the future, tending towards the maintenance of peace and civilisation.

## ARMOURED-CAR EXPLOIT.

## A RELIGIOUS MANIAC.

370-Mile Tour in Austrians' Rear.

In the advance which followed Count Bothmer's retreat from his winter line in Galicia, Belgian armoured cars, accompanied by a company of Belgian cyclists, distinguished themselves in the capture of the town of Zborow. The incident secured notice in the Russian official communiqué, and the following remarkable details of the further adventures of these armoured cars are given in the Moscow journal *Russkoe Slovo*:

It is only now that fuller details have come which describe the Belgian success as a brilliant exploit exceeding anything that could be imagined. It appears from reliable data that a number of Belgian armoured cars burst through the Austrian front in Galicia, penetrated over 90 miles inside the Austrian lines, and made a whirlwind tour of the Austrian rear, covering a distance of some 370 miles, then passed again through the Austrian front line, and returned to our lines without suffering any loss either in men or in cars.

The appearance of a flying column of armoured cars created a panic wherever they appeared; the Austrian cavalry fled at the very sight of them. The infantry made way at their approach, not attempting to bar their way. At many points the Austrians would begin cutting up the roads hurriedly, or placing barbed wire in their way, but the Belgian armoured cars broke down all obstacles. The column carried sufficient stores of petrol, which were, however, quite unnecessary, as the Austrian petrol and oil stores could furnish them with everything they required.

## CRICKET.

The following will represent K.C.O. in their match against R. E. and Department on Saturday at Kowloon, 2.15 p.m.:—J. P. Robinson, B. D. Evans, J. V. Braga, W. H. Stapleton, W. T. Elton, L. J. Blackburn, F. W. Wood, H. Overy, A. O. Brawn, E. J. Edwards and S. E. Green.

The following will represent Craigenhower against the University to-morrow, on the C.C.C. ground, commencing at 2.15 p.m.:—L. A. Rose (capt.), R. G. Southerton, R. Postonji, R. Bass, S. Jex, J. D. Noria, D. K. Kharas, B. W. Bradbury, F. Thompson, A. Mann and F. Sohnspel. Reserve:—Abbas.

The following will represent the Civil Service Club against Hongkong on the latter's ground at 2 p.m., on Saturday:—E. W. Hamilton (Captain), R. E. O. Bird, R. O. Hutchison, E. Ling, R. S. B. Ponsonby, F. S. Alderman, R. C. Witchell, C. F. Mason, C. Sara, R. Barne, P. T. Lambie, Umpire, W. Woolley, Scorer, W. Fincher.

## "Heather Day."

Mr. A. O. Lang writes us to say that in the list of those assisting in connection with "Heather Day" the names of the following were inadvertently omitted:—Mrs. W. Wood, Mrs. G. Miss MacLennan, Mrs. G. Miss MacLennan, Mrs. G. Miss MacLennan.

## SHARE MARKET QUOTATIONS.

Up to the Minute.

Banks	b. \$ 730.00
Unions	a. \$ 930.00
H.K. Fires	b. \$ 375.00
Douglas	b. \$ 122.00
Indos (Def.)	a. \$ 139.00
China Sugars	b. \$ 129.50
Langkats	b. T. 20.00
H.K. Wharves	a. \$ 84.00
Kloon Docks	a. \$ 133.00
China Prov.	a. \$ 8.90
Cements	b. \$ 11.10
H.K. Electrica	b. \$ 53.00
H.K. Tramways	a. \$ 7.00

## VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieutenant-Colonel A. Chapman, V.D., state:—

Leave.

No. 1521 Pte. A. A. Claxton is granted 2 months' leave from 28.11.16. No. 1330 Gr. A. W. P. Spiers is granted 12 months' leave from 30.12.16. No. 1223 Corp. W. Brown is granted 1 month's leave from 9.12.16. No. 1404 Pte. K. M. Cumming is granted 3 months' extension of leave from 20.10.16. to 20.1.17. No. 2010 Pte. A. R. S. Miller is granted leave for duration of war from 1.12.16.

Promotions.

To be Staff Sergeant (Mechanist, Electrician) with effect from 1.1.17:—

No. 1832 Acting Sergeant T. W. Matthewman, No. 1838 Acting Sergeant G. E. Marley, and No. 1761 Acting Sergeant W. J. Hill.

Transferred.

No. 1693 Pte. C. Pereira, Right Section M.G. Co., is transferred to Engineer Company from this date.

Struck Off.

No. 1480 Spr. L. Gomes is struck off the strength of the Corps from 24.11.16. No. 1647 Spr. J. C. Saunders is struck off the strength of the Corps from 30.11.16.

Parades.

Monday 4th instant:—5.10 p.m. Centre Section M.G. Co. drill at Kowloon Dock. Hongkong residents proceed by launch from State Wharf at 4.30 p.m. 515 Left Section M.G. Co. and Civil Service Company Section drill at Headquarters; Right Section M.G. Co. section drill on Murray Parade Ground; Scouts Company, platoon drill on Cricket Ground; Recruits of all units on Murray Parade Ground under Corp. Grimes.

Tuesday 5th instant:—5.15 p.m. Stretcher Bearer Section at Headquarters. Mounted Section at Jockey Club Stables. 5.30 p.m. Signalling Section "A" and "B" classes at R.A. Theatre.

Friday 8th instant:—5.15 p.m. Recruits of all units on Murray Parade Ground. C.S.M. Witchell and Corp. Grimes will attend. 5.15 p.m. Artillery Battery section drill at Volunteer Headquarters. 6.30 p.m. Signalling Section "A" and "B" classes at R.A. Theatre.

Saturday 9th inst:—2.30 p.m. Recruits and Trained Men of all units musketry. Standard Test on King's Park Range. (Each man to bring 20 and 25 rounds) respectively. Range Officer Lieut. General Committee, Messrs D. K. Kharas, Ismail, F. Kew, W. Allen, R. G. Southerton and L. A. Rose.

The meeting closed with a very hearty vote of thanks to Mr. Mody for his unstinted generosity and interest in the Club.

## CRAIGENGOWER CRICKET CLUB.

## The Annual General Meeting.

The annual general meeting of the above club was held in the temporary pavilion on Wednesday, Mr. J. N. Mody presiding over a large muster of members.

The pavilion is now undergoing a complete change and in a few months the new structure will be opened, which will undoubtedly compare most favourably with any other club pavilion in the colony. The thanks of all members are due to Mr. Mody, who is bearing the whole cost of renovating the Clubhouse and of constructing additional rooms which will cater for the members' comfort in every way.

In a few well-chosen words, Mr. Mody referred to the new venture. He said his object was to make the club popular, and to place it on an equal footing with others. He was willing to further the club in any conceivable way, provided that the present members would put their backs into the work of making things go with a swing. In conclusion, Mr. Mody appealed to the members to do this, urging the necessity for enthusiasm in the field of sport, which had fallen away slightly during the last two years, but which now showed remarkable signs of re-awakening, thanks to the efforts of a few enthusiasts. Last season a tennis team had entered the League, with satisfactory results; and this year a cricket team had been formed which contained men who were all keen on the game.

Yours faithfully,  
(Signed) R. A. SMITH, 2nd Lt.

## FIELD GLASSES.

## A Hongkong Gift Acknowledged.

The following letter has been received by Mr. W. Sorby from the Front, and will no doubt be of interest to those who have so kindly subscribed glasses to the Lady Robert Field Glass Fund, to which the writer refers when speaking of the National Service League:—

Belgium, Oct. 28th, 16.

Dear Sir, — I have just received a pair of field glasses from the "National Service League," Victoria St., London.

Your name and address was enclosed with the glasses, so I take it you are the gentleman who sent them.

Please accept my heartfelt thanks. I can assure you I will take great care of them, and trust that I shall be able, personally, to see that they are safely returned to you after the war.

I lost my own glasses together with all my kit in the recent push at the Somme. Field glasses are very hard to obtain nowadays, and I was in rather a hole until I thought of the N.S.L., who, with your assistance, pulled me out of it.

Yours faithfully,  
R. A. SMITH, 2nd Lt.

"B" Battery, 180 Bde., R.F.A., B.E.F.

## WAR WORK.

## More Hongkong Gifts.

The Union Church Ladies Working Party has this week despatched a case containing 95 shirts and 95 pairs of socks to the men of the R.G.A., who recently left Hongkong.

The following letter has been received from the British prisoners of war Food-parcels and clothing Fund:—

22, Trevor Square, Brompton Road, S.W. 1/1/16.

Dear Madam, — Please convey our warmest thanks to the Union Church Ladies Working Party for their gift of 200 pairs of socks and 60 shirts. They will be most useful. We shall be most grateful for further help.

Yours truly,  
(Signed) G. L. GROS, Hon. Sec.

## MR. HAZELAND'S RETIREMENT.

Appreciative Address from Hongkong Solicitors.

Prior to the departure from the Colony to-day of Mr. F. A. Hazeland, an address, signed by all the solicitors at present in Hongkong who have practised in his Courts, was presented to him. This address reads as follows:—

François Autur Hazeland, Esquire.

We, the undersigned solicitors, practising in the Colony of Hongkong, desire to express our most earnest wish that you will live for many years to enjoy the rest you so thoroughly deserve after your prolonged and valuable services to the Colony.

Those of us who have known you so well for many years have looked upon you as a valued friend. All of us hold you in the greatest respect and esteem, not only as a Magistrate, but as a Judge of the Supreme Court of Hongkong.

While asking you to accept our best wishes for your future, we, at the same time, desire to express our personal regret that you are leaving us, and our hope that under your successor we shall meet with the judicial qualities, courtesy and consideration invariably experienced by all who have practised in your Courts.

## HEAVILY FINED.

Before Mr. J. R. Wood, at the Police Court this afternoon, a Chinese was charged with being in possession of four-and-a-half taels of prepared opium other than Government opium, and was fined \$500, or, in default, six weeks' imprisonment.

A further charge was preferred against him, of being in possession of 83 taels of opium drugs, for which offence a fine of \$1,000, or three months' imprisonment, was inflicted.

Defendant was represented by Mr. Gardiner, who pleaded guilty on his behalf.

Defendant made a statement in which he said that he thought he could make a little profit in order to get money for his young children.

## MAPLE SYRUP.

Quebec's Yield Valued at \$140,000 Annually.

Hot cakes are now in season, and there is nothing nicer to eat as a lubricant than a liberal coating of butter and maple syrup—if you can get it. For sweetness, fitness and delicacy of flavour, nothing in no syrup has equal genuine maple syrup which is obtained from the boiled-down sap of the sugar-maple of North America. But the ordinary maple syrup of commerce is only a concocted near-maple fluid that, probably, was never within hundreds of miles of a maple tree. The maple forests of the United States have been cut down to a great extent, yet the supply of "maple" syrup has not diminished. The genuine article, however, can be got, and it is worth the higher price asked.

There are still large tracts of maple forests on the American continent, and Canada is coming to the rescue of the clamouring hot-cake eaters of America. It is estimated that the yearly yield of sugar and syrup from the maple forests of the province of Quebec is worth \$1,200,000 (\$140,000). The greater portion of these forests lies in the central valley of the St. Lawrence, and they are divided up in small properties—seldom exceeding 50 acres on an average. Out of a total forest land of 1,200,000,000 acres only 6,000,000 acres come from the old Quebec maple, the remainder consisting of "maple" and similar trees.

Kwangtung is constantly brought to the Colony. The latest of these, which comes to us from an authoritative source, is to the effect that, at Lutshow, which is on the peninsula that faces Hainan island, wholesale plundering, obviously by discharged soldiers, is taking place. Two villages in the vicinity have been burned down and three or four thousand fugitives are running about in search of safety from the brigands. It is said that the Chinese Government displayed some little activity in dealing with these rebels, but the result was

## POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. O. Jenkins, D. S. P. (Reserve) state:—

Parades.

Monday, Dec. 4.—All recruits. The Sergeant Major will take Recruits of No. 1 Platoon on this date.

Tuesday, Dec. 5.—No. 2 Company under Company Commander.

Wednesday, December 6.—All recruits.

Thursday, Dec. 7.—Nos. 3 and 4 Companies.

Friday, Dec. 8.—Nos. 1, 3 and 4 Sections of No. 1 Company.

No. 2 Section.

Will parade at Water Station at 5.15 p.m. on Tuesday, Dec. 5.

Recruits.

Parades of "recruits" are to be attended by all members (whatever the date of their joining) who are warned to do so by their respective unit Commanders. They will continue to attend such Parades until relieved from further attendance.

Lectures.

At Headquarters' Club, 5.30 p.m.

Monday, December 4.—Class I (Chief Inspector Kerr).

Tuesday, December 5.—Class IV. (Inspector P. O. Sullivan).

Wednesday, December 6.—Class II. (Inspector Gordon).

Friday, December 8.—Class III. (Inspector Gerrard).

Band Practice during December.

Monday, December 4; Thursday, 7; Monday,

December 11; Thursday, December 5; Thursday, December 12; Thursday, December 19; Thursday, December 26; Thursday, December 30.

Tuesday, December 7; Tuesday, December 14; Tuesday, December 21; Tuesday, December 28.

Wednesday, December 8; Wednesday, December 15; Wednesday, December 22; Wednesday, December 29.

Thursday, December 9; Thursday, December 16; Thursday, December 23; Thursday, December 30.

Friday, December 10; Friday, December 17; Friday, December 24; Friday, December 31.

Saturday, December 11; Saturday, December 18; Saturday, December 25.

Sunday, December 12; Sunday, December 19; Sunday, December 26.

Monday, December 13; Monday, December 20; Monday, December 27.

Tuesday, December 14; Tuesday, December 21; Tuesday, December 28.

Wednesday, December 15; Wednesday, December 22; Wednesday, December 29.

Thursday, December 16; Thursday, December 23; Thursday, December 30.

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## GENERAL SHIPPING NEWS.

Discipline in the Merchant Service.  
It is to be regretted that shipmasters whose vessels are not under the Transport Department of the Admiralty, still experience considerable difficulty in maintaining discipline amongst their crews. The subject is one which the Imperial Merchant Service Guild has dealt with for some time past, and urged that stricter laws should be made so as to give captains and officers more power to deal with refractory seamen. A case in point, which will be read with interest, is contained in a letter received by the Guild last month from one of their members, which reads as follows:—"Are we ever to have a remedy for the present hopeless state of discipline as it exists in the mercantile marine to-day, especially when away from British ports? I have lately had an experience that is only too common, and unless something can be done soon or later it will lead to serious trouble. When leaving Norfolk, Va., for Havana, Cuba, I shipped two firemen; two days out they both refused to do any further work. I had them put down in the poop to separate them from the rest of the crew. When I tell you that after they stopped work, better steam was kept and more speed made than when they were supposed to be working, you will be able to judge the kind of men they were. On arrival I applied to the British Consulate to have these men punished." One of these men was also at the Consulate, having left the steamer without permission, the Cuban laws not allowing me to keep them under restraint when in their ports. In the presence of the Vice-Consul this man was most abusive and insulting. The Vice-Consul told him to return to his work on board. You can guess the nature of the man's reply. After the firemen had left Consulate the Vice-Consul said that I had brought the insult myself by remarking that the man evidently thought that he was in command of the steamer. Also that his sympathies were with the men. When I pointed out the expenses the owners were put to, and the serious delays caused by the lack of control over the crew, he remarked, "what does that matter?"—When Government officials, who, I take it, are paid to look after British interests abroad, take these views, what hope have we to keep any semblance of discipline. The result of my applying to the Consulate was that the man returned to the steamer triumphant, and openly boasted that we could do nothing to him. Fortunately, after interviewing the Captain of the Port, I was able to get him and his mate arrested by the local authorities, and leave them behind in prison (to be a charge on the owners when they come out). Afterwards, the Vice-Consul took credit for this, having told me that the police would arrest them if they caused any trouble on board. As a matter of fact I had acted on my own, being disgusted with my experience at the Consulate. I requested an interview with the British Minister and Consul-General, which was refused by the Vice-Consul. I then sent a letter to the Consul-General requesting an interview, which was promptly granted. As I expected he supported the Vice-Consul in my presence, but I found less cause to complain of antagonism after I had seen him. That the Government officials will not even lend their moral support to masters and officers is, I am afraid, the general rule. In spite of the cheap puffs of the Government on rare occasions the officers of the British merchant marine are looked down upon, and their position as authorities belittled as much as possible. In the mercantile marine of other countries this is not the case. Why? The Articles of the Merchant Shipping Act become mere waste paper when we enter an American port; and it is the same in other countries. Cuba, being one of these, has these conditions held the master responsible after depriving him of the little authority that is given him by these Acts. The whole may be affected by his state of things, as the decent men have to do the work of the habitual rascals who

drift from port to port openly contemptuous of the authority of the officers, knowing that it cannot be enforced except perhaps in a British port, which they avoid. You are at liberty to make what use you like of this letter, and I hope that you will give prominence to this subject. At things are now, no self-respecting man will remain at sea a day longer than he can help. But for the war I should have given it up months ago, when several opportunities were given me in the States."

## The Cargo Steamer.

In our pride at the achievements of the ships of the Royal Navy in maintaining a close blockade of Germany through twenty-seven months of war, we are apt to overlook what has been done by the humble "tramp," the plain cargo carrier, both in transporting troops across the seas and in keeping the people of Great Britain in touch with the outer world for the exchange of commodities and the importation of food. We are also apt to overlook the part Great Britain has played in developing the ship-building industry and thereby the sea-borne trade of the world. Occasionally a point is made of the fact that the expansion to its present dimensions of the sea-borne trade of the world has been largely brought about by the skill and the enterprise of British ship-builders. They have by cheapening the first cost per ton of deadweight carrying capacity and by keeping down working expenses made it possible profitably to market a large volume of produce and manufactures. In the case of a vessel having a speed of 13 knots at sea over a 3,000-mile voyage, on a length of 400 ft., the naval architect could construct a vessel weighing 3,700 tons which would carry 4,000 tons of cargo and consume 500 tons of coal. You can guess the nature of the man's reply. After the firemen had left Consulate the Vice-Consul said that I had brought the insult myself by remarking that the man evidently thought that he was in command of the steamer. Also that his sympathies were with the men. When I pointed out the expenses the owners were put to, and the serious delays caused by the lack of control over the crew, he remarked, "what does that matter?"—When Government officials, who, I take it, are paid to look after British interests abroad, take these views, what hope have we to keep any semblance of discipline. The result of my applying to the Consulate was that the man returned to the steamer triumphant, and openly boasted that we could do nothing to him. Fortunately, after interviewing the Captain of the Port, I was able to get him and his mate arrested by the local authorities, and leave them behind in prison (to be a charge on the owners when they come out). Afterwards, the Vice-Consul took credit for this, having told me that the police would arrest them if they caused any trouble on board. As a matter of fact I had acted on my own, being disgusted with my experience at the Consulate. I requested an interview with the British Minister and Consul-General, which was refused by the Vice-Consul. I then sent a letter to the Consul-General requesting an interview, which was promptly granted. As I expected he supported the Vice-Consul in my presence, but I found less cause to complain of antagonism after I had seen him. That the Government officials will not even lend their moral support to masters and officers is, I am afraid, the general rule. In spite of the cheap puffs of the Government on rare occasions the officers of the British merchant marine are looked down upon, and their position as authorities belittled as much as possible. In the mercantile marine of other countries this is not the case. Why? The Articles of the Merchant Shipping Act become mere waste paper when we enter an American port; and it is the same in other countries. Cuba, being one of these, has these conditions held the master responsible after depriving him of the little authority that is given him by these Acts. The whole may be affected by his state of things, as the decent men have to do the work of the habitual rascals who

greater length and beam and carrying capacity with a corresponding smaller draft.—Ex- change.

Hongkong Pilotage. Says Shipping and Engineering:—Cases innumerable have cropped up of late years in connection with the responsibility of a shipmaster who has engaged the services of a pilot to take his vessel in or out of a harbour. It is generally recognized that a shipmaster, in a non-compulsory pilotage port, is entitled to engage such local assistance if the port be a strange one to him, and it is only occasionally that his owners are close enough to complain of the pilotage charge in the ship's accounts. Pilotage and navigation are as far removed from each other as chalk is from cheese, and we have no hesitation in saying that a shipmaster cannot reasonably be expected to enter into the piloting of his vessel through the long, intricate, and often congested "fairways" of a strange river or harbour without local assistance, no more than the present pilots of Hongkong should be expected to remain on board after passing Lem's Head and navigate the vessel to San Francisco. The comparison may appear exaggerated, but we offer it advisedly, knowing that an unscrupulous Chinese, no matter what local knowledge he may possess, would be as much assistance in navigation as the proverbial fifth wheel of a coach. It is past understanding why the pilotage of large, or small, vessels in a British port should be so much in the hands of Chinese, particularly in the third year of Armageddon. While not prepared to doubt the pro-British—again's sake—Chinese, it should be a simple matter to have Hongkong in a similar position to, say, Singapore or Calcutta, etc. British pilots, well paid, and eligible in every possible respect, to take all vessels allowed into the port to their respective berths. An attempt was made about twelve years ago to establish a decent pilotage system in Hongkong, but it fell through principally because Chinese opposition was allowed, with the result that the opposition amounted to competition. To explain—the Chinese pilots who were granted licenses took full advantage of any commissions offered for work other than that connected with the safe delivery of a vessel to its berth, viz., stevedoring, commodity supplies, and a thousand and one other possibilities that happened to come their way. From a monetary point of view, this state of affairs enabled them to absolutely coin money, whereas, had they been pilots only they could not have afforded to refund, as they often did, \$5 out of the miserable \$15 to a large number of German captains who also made "hay" out of the commodity and stevedore accounts. Hence the German Club which existed in a well-known hotel in pre-war days. And all this, in the third British port in the world to the detriment of 32 tons daily for 2,300 indicated horse power. Fifty per cent. more deadweight is carried, and 64 per cent. more power developed, but only 33 per cent. has been added to the cost account. The coal rate has fallen from 1.6¢ per horse-power per hour to 1.3¢, while for a 3,000-mile voyage the deadweight carried per ton of coal has increased from 23.5 tons to 26.4 tons. These figures fully establish the contention that the shipbuilder and the marine engineer have had a good deal to do with the expansion of the world's trade to its present colossal volume. How much further will it be possible to carry the profitable development of size? According to some folks steamships— even cargo steamships—are big enough already, but in view of past experience, he would be bold indeed who sought to place any limit upon what the future holds. In fact it may be taken as an axiom that the only limit to size will be that imposed by the draft of the ship, as this will affect his ability to enter the harbours of the world where the most seek harbours and in this respect there is nothing to show that naval architects, when they give their attention seriously to the subject will not be able to devise a type giving a much

Hamburg-American Line Shares. The Hamburg-American Line shares are being introduced on the Amsterdam Stock Exchange. For the present they are being dealt with unofficially through a broker who is backed up by a group of Dutch bankers, but after a little while, it is anticipated that official recognition will be given to the shares, which, according to the "Vossische Zeitung," is an easy matter to arrange in Amsterdam. His Majesty's Merchant Service.

"The magnificent services"—to quote the words of the King—to the nation rendered by His Majesty's merchant service in all parts of the world are little heard of through the medium of the daily newspaper, and it is not until the history of the war has been written that the work carried out by captain, officer, and crew of merchant ships will manifest itself. Indeed it would make volumes of the most interesting reading matter to give the details of thousands of cases where conspicuous service has been carried out by merchant seamen, not only in the transportation of troops and munitions of war, but also in maintaining our commerce, feeding our country and the countries of the Allies despite the thousand and one dangers encountered. Squadrons of merchant ships carrying thousands of troops have been safely navigated from all parts of the British Empire to the fighting bases. It is on record that the troops of the Allies have been transported in British ships from the ports of the Far East to take part in the operations against the former German colonies in China. From Australia an army of gallant colonials were transported to Egypt, and from there to the Dardanelles. Russian troops have been brought in thousands from Northern Russia to the bases in France. Indian troops have been carried from Indian ports to the fighting bases in East Africa and France. Italian troops have been taken in British ships thousands of miles and safely landed in the Aegean seaports. The same may be said of the troops that were transported during the operations in South-West Africa, and from Canada. Complete armies fully equipped have been conducted across the Atlantic, as well as horses by the million. In all these operations we have yet to learn that a single accident has occurred which can be attributed to negligence on the part of officers responsible for the navigation of the ship. Where accidents have arisen, it has been through enemy agency. This work has not been lost sight of. Valuable records of what has been done by the merchant service during the war have been carefully filed at the headquarters of the Imperial Merchant Service Guild. An interesting sidelight on the movements of our merchant ship came to hand yesterday from China, where several British steamers have been actively engaged in the transportation of troops during the recent trouble out there. Captain G. M. Waggett and three other British captains, members of the Guild, have been honoured by the Chinese Government, and have received the Distinguished Order in recognition of the services they have rendered. Captain Waggett states that his recent experience in carrying troops was not the first one, as in the same trip under his command he transported troops after the fall of Tsingtao. Another member has informed the secretary that his vessel had been subject to a running shell fire for three-quarters of an hour. Thanks to the skillful manoeuvring of the navigators and extra speed worked up by the engineers, the vessel escaped. The same member has served in ships chased upon numerous occasions by submarines and attacked by aeroplanes in the North Sea. Therefore it can be safely claimed that whilst keeping the Red Flag flying, our merchant seafarers are "doing their bit" equally as well as those who are facing the enemy in the front-line—trading.—Journal of Commerce.

THE ALEXANDRA CAFE. Just arrived. Large shipments of Chinese Ham.

## HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL

## OFFICIAL PRICES.

BANKS sa. \$730

MARINE INSURANCES.

Cantons d. \$100

North China d. \$152

Unions s. \$940

Yangtze s. ex 73 \$255

FIRE INSURANCES.

China Fires s. \$161

H.K. Fires sa. \$375

SHIPPING.

Douglas sa. \$121

Steamboats b. \$21

Indos (Def.) b. \$139

Indos (Pref.) b. \$46

Shells b. 103

Ferries s. \$38

REFINERIES.

Sugars b. \$128

Malabons b. \$37

MINING.

Kailans n. 36

Langkats s. 123

Raubs s. 2.75

Tronches n. x d. 30

Uraus b. 33/9

DOCKS, WHARVES, GODOWNS, &c.

H.K. Wharves b. \$84

Kowloon Docks b. \$123

Shai Docks n. t. 85

LANDS, HOTELS AND BUILDINGS.

Centrals s. \$101

H.K. Hotels n. \$116

Land Invest. s. \$101

H'phreys Est. b. \$6.90

K'loon Lands s. \$35

Shai Lands n. t. 91

West Points s. \$85

COTTON MILLS.

Ewos s. t. 160

Kung Yiks s. t. 16

Shai Cottons n. t. 115

Yangtzeapoos n. t. 6

MISCELLANEOUS.

Borneos n. \$84

China Light & P. b. \$1.76

Providents s. \$9.03

Dairy Farms s. \$26

Green Islands b. \$11.0

H.K. Electrics b. \$53

H.K. Ice Co. b. \$160

Ropes b. \$34

Steel Foundries b. \$94

Trams, Low Level a. \$7.00

Trams, Peak, old b. \$0

Trams, Peak, new b. \$1

Laundries b. \$34

U. Waterboats n. \$17.00

Watsons b. \$6.76

Wm. Powells b. \$6.50

Morning Posts n. \$19

CORRECTED TO NOON FRIDAY DECEMBER 1, 1916.

BENJAMIN & POTTS, Share and General Brokers, Princes Building.

Tel. address: Broker.

SELLING.

T/T ..... 2/3 3/6

Demand ..... 2/3 15/16

30 d/s. ..... 2/4

60 d/s. ..... 2/4 1/6

4 m/s. ..... 2/4 3/16

T/T Shanghai ..... Nom.

T/T Singapore ..... 93

T/T Japan ..... 108

T/T India ..... 172 1/4

Demand, Indi. .... 17. 1/2

T/T San Francisco ..... 55 1/4

T/T New York ..... 133 1/4

T/T Marks ..... Nom.

T/T France ..... 3.22 1/2

Demand, Paris ..... 3.23

BUYING.

4 m/s. L/C ..... 2/4 11/16

4 m/s. D/P ..... 2/4 13/16

6 m/s. L/C ..... 2/4 15/16

30 d/s. Sydney & 1/2 ..... 2/4 15/16

30 d/s. San Franc. & New York ..... 56 1/2

4 m/s. Marks ..... Nom.

4 m/s. France ..... 3.34 1/2

6 m/s. France ..... 3.39 1/2

Demand, Germany. —

